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1. Between 1 January and 14 February 1953, [] at the office of the Deputy for Economic Affairs at the Ministry of the Interior [] 968,000,000 eastmarks for the 1953 construction program were reduced to 500,000,000 eastmarks which were not yet allocated to individual projects. [] a new program would be made. The Soviet chief adviser on rearmament in East Germany to Marshal Chuikov, at a conference at the Ministry of the Interior on 5 February 1953, said that the original 968,000,000 eastmarks were unacceptable from the viewpoint of political economy and implied that the Soviets planned to have the installations built in other areas and with other funds than envisaged in the original plan 1953 in the event the Bonn contractual agreement and the European army treaty were ratified. [] since the Soviets had not expected the ratification because of the SPD opposition, no work on additional projects had been started and even some construction projects in progress were temporarily suspended.¹

2. A total of 329,000,000 eastmarks were spent of the funds budgeted for construction projects in 1952 which totaled 360,000,000 eastmarks. The 329,000,000 eastmarks included 308,000,000 eastmarks which were cleared, while invoices exceeding 21,000,000 eastmarks were not paid in January 1953 because the finance planning department made no money available for liabilities in 1952. A total of 91,000,000 eastmarks were needed for construction work in the northeastern districts, which were the principal construction areas and only 60,000,000 eastmarks were spent on the construction of installations and repair at the other KVPDs.

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3. Observations made in the above-mentioned period of time indicated that the entire organizational and administrative development was discontinued, allegedly because of the unclear political situation. In January 1953, Major General Berndt Weinberger was relieved from his position at the Ministry of the Interior and made minister of the newly established Ministry for Transport and Construction Machinery. The Technical Department at the office of the Deputy for Economic Affairs was dissolved at the same time and, with its old staff, was reassigned to the Ministry for Transport and Construction Machinery on 1 February 1953. [] the Elbe and Spilne industrial projects and, presumably,

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the shipyards would be assigned to the new ministry.²

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4. The office of the Deputy for Construction and Billeting was established on 10 January 1953. This office which was headed by Willi Mayer, former State Secretary for Construction, comprised both construction and billeting functions and supervised Colonel Horst Praessler, chief of the construction department and Lieutenant Colonel Johannes Rochlitzer, chief of the billeting department. Major Mueller (fnu) who formerly belonged to the clothing department was reassigned to the billeting department. Giess (fnu) was the head of the production technical department.²
5. The planned reorganization of all Oberbauleitungen into seven construction sections was not sanctioned by Mayer. Pursuant to new instructions, the Bauunionen will be reorganized after the pattern of the former Todt Organisation and thus become completely independent.
6. Gebietsleitungen (District Commands) of National Forces were established instead of Armeegruppen and Generalkommandos. They include so-called Territorial-Verwaltungen (territorial administrative agencies) which belong to the Gebietsleitung for supply, operations and discipline and will also deal with billeting and, thus post administration.³
7. Bahnhofskommandanturen (railroad station headquarters) to be staffed with KVPs will be established at all locations of either Gebietsleitungen or railroad junction points on orders of the Ministry of the Interior on 10 February 1953. [redacted] these agencies would be established at Berlin-Ostbahnhof, Leipzig, Dessau, Halle, Erfurt, Dresden, Pasewalk and Stralsund.⁴

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[redacted] Comment. The interruption of the construction of the barracks installations in the area of Armeegruppe Nord was mentioned in a previous report [redacted] stated that the installations on the training ground east of Eggesin-Torgelow would be built first. [redacted]. The 1953 construction program budgeting a total of 697,000,000 eastmarks was approved on 14 February 1953.

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[redacted] Comment. The present report confirms a previous report [redacted]

[redacted] Comment. No indications or reports are available to indicate that the organization of the Armed Forces into Armeegruppen and divisions was abandoned. No Generalkommandos had been in existence. A previous report [redacted] contained detailed information on administrative agencies, billeting offices and territorial administrative agencies (TWs). [redacted]

[redacted] Comment. A previous report [redacted] mentioned the establishment of KVP railroad station headquarters. [redacted]

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